

**CENTRAL INTELLIGENCE AGENCY**

## REPORT

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1.

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2. In 1936 and 1937 we ordered and received approximately 50 locomotives from Germany. Before they were delivered we sent our drawings to Germany and these locomotives were built according to our specifications. We received for our workshops, rails from Belgium, brakes from Czechoslovakia, and cutting tools for lathe machines from Switzerland.

3.

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4. Until the Soviet occupation in 1940 we had normal gauges of European standards which measured 1224 millimeters. However, this was changed to Soviet standards of 1335 millimeters. After the Soviets left in June 1941 we reverted to the former European standards of 1224 millimeters. The Soviets sent us two locomotives during their occupation but they had to be rebuilt after their bearings burnt out. Their locomotives were very poorly constructed.
5. Before 1940 we received our coal for the locomotives from Silesia, Poland. However, after Poland was invaded by Germany, coal was unobtainable and it was necessary to use lignite. To do this, the fire chambers and smoke stacks of the locomotives had to be rebuilt.
6. Our largest repair depot and workshop was located in Lepaya. Our work shop was 14 kilometers East of Riga and was very small. Our shop could service 12 locomotives.

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7. Our locomotives had one runner, three axles, and one support. [1-3-1] They could pull about 50 loaded freight cars, or 30 passenger cars. During both the Soviet and German occupation we had stockpiles of many axles.
8. We also built box cars of light material weighing five tons. This was for the hauling of farm goods. Our box cars also had two axles and four axles, and each car weighed 15 tons. In 1938 we began building 20-ton box cars.

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